

Commercial and Industrial Buildings,
Chicago, Milwaukee and St. Paul Railroad
Passenger Depot
Central Avenue
Dubuque
Dubuque County
Iowa

HABS No. IA-160-0

HABS
IOWA,
31-DUBU,
13-0-

**PHOTOGRAPHS
HISTORICAL AND DESCRIPTIVE DATA**

Historic American Buildings Survey
Department of the Interior
National Park Service
Rocky Mountain Regional Office
P.O. Box 25287
Denver Colorado 80225

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Site Location: Central Avenue between Third and Fourth Streets
Dubuque, Dubuque County, Iowa

DOT designation: Resource Site No. 7.12

Cadastral grid : NE1/4 NE1/4 S25 T89N R2E

USGS quadrangle: Dubuque South Iowa 7.5'

UTM coordinates: 15.692020.4707460

Lot description: no legal description

Present Owner: Chicago, Milwaukee and St. Paul Railroad

Present Usage: vacant

Present Condition : fair

Overall Dimensions: 30'x 65'; 1 story

Orientation : west

Architectural Plan type : 1-story rectangular, with side wings.

Description : Foundation: (below grade)

Structure : wood frame with brick masonry bearing walls.

Ext. walls: painted brick laid in common bond.

Roof : flat composition roof with brick parapet walls.

Chimneys : one corbeled brick interior chimney.

Openings : (all window openings currently boarded over).

Details : (all original details obliterated).

Construction Date : 1882

Architecture Style: Gothic Revival (original); Art Deco (current)

Physical History : The Chicago, Milwaukee and St. Paul Railroad [CM&SPRR] gained access to Dubuque in 1881 by acquiring the Chicago, Clinton, Dubuque and Minnesota Railroad, and about that time the CM&SPRR acquired a second Dubuque line, the Dubuque and Northwestern. The next year the railroad constructed a two-story Gothic Revival passenger depot alongside its tracks between Third and Fourth streets. Described as a "magnificent structure" by the *Dubuque Daily Times*, the building was sided with Milwaukee pressed brick with sand-stone trim and string courses of multi-colored Philadelphia pressed brick. The steeply pitched hipped roof was topped by cast iron cresting and punctuated by gabled dormers of varying sizes and extensively corbeled chimneys. Measuring 76'x 36', the depot was adjoined by a 16'x 320' open platform, with a bracketed wood canopy cantilevered from the building's walls. The first floor was organized with two 28'x 33' waiting rooms (one for men; one for women) separated by a 10'x 19' ticket office and flanked by a storage room (south) and baggage room (north) in smaller, single-story wings. Offices for the division engineer, dispatcher, train master, superintendent, clerks, conductors and engineers were situated on the floor above. Heated by steam and lit by gas chandeliers, the

two waiting rooms featured frescoed walls and walnut and red oak floors, with marble-topped stands in the first-floor dressing rooms. Total cost for the building: \$25,000.

Within a few years the Chicago, Milwaukee and St. Paul Railroad made Dubuque a division office and constructed a roundhouse and repair shops in the north end of the city. Between 1885 and 1925 the number of individuals employed locally by the company jumped from 500 to over 2000. Faced with declining passenger traffic during the Depression, the CM&SPRR removed the building's second story, removed the passenger platform and streamlined its architectural features to reflect - in a modest fashion - the prevailing Art Deco style.

Significance: In terms of relative significance, the Chicago, Milwaukee and St. Paul Railroad was less instrumental to Dubuque's development as the Illinois Central or Burlington lines. This building is thus historically significant for its association with a secondary rail line into the city. At one time a high-style interpretation of the Gothic Revival design, its subsequent alteration in the 1940s has compromised the structure's integrity beyond retrieval.

References:

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